

ENQUIRIES INTO COLLAPSES OF BUILDINGS.

TUNG LOI LANE.

The enquiry was resumed yesterday afternoon before Mr. F. A. Hazell and a common jury into the circumstances attending the fatal collapse of two houses in Tung Loi Lane (near the Harbour Office) on 12th November last. Mr. F. B. L. Bowley, Crown Solicitor, appeared on behalf of the Crown, and Mr. H. W. Looker on behalf of the contractors (the Wing Sing firm), the shorers, and the architects, Messrs. Leigh and Orange.

The jurors were—Messrs. W. Goldenberg, C. H. Blason, and E. W. Torrey.

Pan Po, Master of the Wing Sing contracting shop, was examined by Mr. Looker. The Crown Solicitor first asking his Worship not to allow any leading questions, his friend appeared on behalf of the witness. Mr. Looker replied that if the Crown Solicitor objected to the form of any of his questions he had only to mention it and their form would be altered.

Pan Po said he was fully satisfied with the shoring that was put up by the Wo Hop scaffolding shop, which had done work for him for a number of years. Witness had ten odd years' experience in pulling down buildings in this Colony, and in cases where the conditions had been similar to those obtaining in Tung Loi Lane, the shoring was carried out in the same way, with the result that there had never been a collapse. Witness said he visited the collapse on the afternoon it occurred, and saw amongst the debris some boxes and old copper; he did not know where the stuff came from.

James Orange, of the firm of Messrs. Leigh & Orange, civil engineers and architects, was called and examined by Mr. Looker. He stated that in his opinion nothing more than the measures adopted could reasonably have been done to render the shoring of the party wall between Nos. 12 and 14, Tung Loi Lane safer or more secure. From his 11 years' experience in this Colony, he believed that the work of Chinese scaffolding firms was to be relied on.

In answer to Mr. Bowley, he said he had formed no idea at all as to why the houses collapsed.

Robert Hemmings, an outdoor assistant employed by Messrs. Leigh & Orange, said, in reply to Mr. Looker, that it was part of his duty to look after the building of the fishmongers in Wing Lok Street and Tung Loi Lane. As far as he could see the shoring appeared to be all right, and as to the work of pulling down the houses, for a week before the collapse, practically nothing was done in the way of demolishing the party wall between Nos. 12 and 14, Tung Loi Lane.

Examined by Mr. Bowley, witness said he visited the works every day except Sunday, and waited sometimes for twenty minutes, sometimes for an hour.

Hugh Pollack Tooker, executive engineer, Public Works Department, examined by Mr. Bowley, said that when he went to the collapsed houses on the afternoon of the accident he saw at one point that the first floor of No. 12, which was a ground floor, and from other signs he came to the conclusion that the whole floor had been supported in that way. This would make the floor considerably stronger. His explanation of the collapse was that the floor joists and roof timbers of No. 14 moved slightly after they were shored up, which would have the effect of disintegrating the party wall.

The hearing was afterwards adjourned till Monday at 2.15 p.m.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 9th January.—A fair general enquiry has been met with during the week under review, but owing to the difficulties of connecting buyer and seller the transactions effected have been very limited in extent.

BANKS.—Hongkong and Shanghai have further improved to \$670 with buyers, after small sales at \$663 to \$669. London quotes \$64. Nationals have declined to \$4 sellers.

MARINE INSURANCE.—Unions have been booked at the improved rate of \$470, at which there are further buyers. China Traders continue on offer at \$58. North-Chinese are wanted at \$17. 177, and Yangtze at \$133. Cantons are procurable at \$167.

FIRE INSURANCE.—Hongkong has further declined to \$327, sellers. China of \$34 and \$35 are in strong request at the higher figures.

SHIPPING.—Hongkong, Canton and Macao have been in considerable request, and sales have been effected at from \$36 to \$38, the closing quotation being somewhat easier at \$37. 1/2 sellers. Indo-China have sold at \$38 and \$37 and some shares are now probably procurable at \$36. China Manilla have sold at \$25 and \$26 and are in further request at the former rate. Star Forties (old) have jumped to \$25 buyers; the new issue is offering at \$1. 1/2. Shell Transports are in request at \$1. 1/2.

ESTIMATES.—China Sugars have sold at \$90 and \$89 and closed with buyers at \$88. Lunsdale have been booked at \$121.

MINING.—Punions are quiet at \$2 after sales at the rate. Rausa are firmer with buyers at \$7. 1/2. Charbonnages and Jebeus are unchanged.

DOCKS, WHARVES & GODOWNS.—Hongkong and Whampoa Docks have sold at \$205, at which more shares can be placed. Hongkong and Kowloon Wharves have been booked at \$90 and are further enquired for. New Ansoy Docks are quiet at \$44.

LANDS, HOMES & BUILDINGS.—Hongkong Lands have been disposed of at \$184 and are wanted at \$144. West Points are procurable at \$57. Hongkongs Estates are in demand at \$12. Hongkong Hotels are enquired for at \$141 after sales at the rate. Orient Hotels can be placed at \$32, but sellers are holding for higher prices.

COTTON MILLS.—Hongkong Cottons are weak with sellers at \$17. The Northern stocks are unchanged.

MISCELLANEOUS.—Green Island. Comments have improved to \$214 buyers. Watsons can still be procured at \$144. Ropes are quieter with probable sellers at \$120. Fenwick can be procured at \$50. Steam Water-boats have sold at \$11 1/2. Providents continue on offer at \$10 after sales at \$9. 1/2 and \$9. 1/2. Watkins are procurable at \$24. Universal Traders have improved to \$224 buyers. China Light and Powers are on offer at \$10. Alhambra Cigars have declined to \$40 sellers.

MEMOS.—China-Borneo Company, Limited extraordinary general meeting on the 14th instant. China Provident Loan and Mortgage Co., Ltd. ordinary meeting on the 17th instant; transfer books close on the 15th instant; Hongkong Investment and Agency Co., Ltd. ordinary meeting on the 26th instant; transfer books close on the 15th instant; West Point Building Co., Ltd. ordinary yearly meeting on the 26th instant; transfer books close on the 15th instant.

THE NEW ANGLO-CHINESE TREATY.

The following article from the pen of Mr. H. Kopsch, late Commissioner and Statistical Secretary of the I.M.C., appears in the December number of the *Empire Review*—

Apart from the unratified Alcock Convention, agreed to in a spirit of amity and reciprocity, when China voluntarily conceded as much as we ever obtained at the point of the bayonet, it must be admitted that the Mackay Agreement appears to have been concluded with more reason and equity than was the case in previous compact with the same nation, and that by its provisions the Chinese gain valuable fiscal advantages far outweighing the benefits likely to accrue to British commerce. Former treaties fettered China with rivets of steel; the present instrument substitutes a silken cord, which relieves the irritation caused by earlier understandings. But if the Convention helps China, it cannot be regarded as a great diplomatic triumph for us. In fact, many of the articles contain such inconsequential matter that they appear to have been inserted merely to amplify the document to proportions becoming the dignity of treaty; while it is an open secret that the chief so-called commercial concessions have long been conceded in principle and practice, and are now seemingly embodied in the form of an agreement merely to give them the force and effect of law.

Treaties, whatever be their nature, afford very dry reading, and as a rule, receive no attention from the man in the street, to whom the score of a county football or cricket match is of far more interest than improved commercial or political relations with foreign Powers. Even persons more directly interested give such documents but a cursory examination, while the general reader is not likely to perceive that all the general concessions are really to be secured at all, and whereof each article, and the rights and privileges obtained by them. Knowing all this, and seeing the importance of Britain's extended relations with the Far East and the new era opening up for China if the Mackay Convention be ratified, I have ventured with the experience of a long official connection with China to make the following comments upon the new Anglo-Chinese Treaty.

Article I.—The first article is a lesson to the Chinese officials laudably the maxim that "Time is money." In future, unless drawbacks are issued by the Chinese Customs within three weeks, they will presumably become liable to the penalties attending a violation of the Treaty, although up to the present the penalty is stipulated. Foreign merchants in China are off in impatience and imperiousness, and Chinese fiscal officials, like their confreres in the West, are equally tardy in discharging fiscal duties within their offices. The declaration that drawbacks may be used as payment for any duties (transit duties excepted) is satisfactory, since at some custom houses in China a drawback for export duty would not be accepted in payment of import duty, consequently the holder of the drawback might have to dispose of it at a discount. The provision that drawbacks of foreign goods re-exported abroad within three years are payable in cash, though appearing to be an innovation, is not new. Cash drawbacks were issued more than a decade ago, the right being obtained by the United States minister, and admitted to be a boon to the long-suffering Chinese merchant. But on referring to the latest Chinese Customs returns, it will be seen that the total value of cash drawbacks issued to the 1,102 foreign firms in China in 1901 aggregated only 19,353 taels, or £2,882, as the bonded warehouse system utilizes that value of the right to cash drawbacks. Verily this article of the Treaty may be characterized as "Much ado about nothing."

Article II.—The second article stipulates that China agrees to take the necessary steps to provide for a uniform coinage, which is to be a "legal tender throughout the Empire." This provision, evidently introduced at the instance of the British negotiators, displays characteristic national self-sufficiency, seeing that the Currency System of the British Empire is no less chaotic than that of China, which, at least, has the advantage of having one uniform national obligation for paying duties and national obligations, whereas uniformity of standard throughout the British Empire is non-existent. China possesses as many if not more mints than any empire, and the unification of the coinage and currency system is progressing apace, and will soon be an accomplished fact. The British Empire with its interchangeable coins, pounds, gold doubloons and silver dollars, rupees, and an ever-declining silver exchange, is probably the only nation not possessing a "legal tender throughout the Empire." To be consistent, China ought to have stipulated for reciprocity on the part of Great Britain as to the issue of the Great Britain with her silver standard, but directly been made to suffer in refusing to join the other Powers in rehabilitating silver and securing fixity of exchange. It is, however, a concession to the Bimetallist theory, that the Foreign Office should recognize the evils accruing from the demonization of silver by assenting to China's claim to rehabilitate her silver currency, so far as it affects the customs revenue, by raising the tariff to an effective 5 per cent. But why not see the necessity of rehabilitating the white metal in the interest of India's finances and the commerce of the United Kingdom with silver standard countries?

Article III.—The third article provides that goods carried in junks between Kwangtung (Canton) treaty ports and Hongkong shall pay the same rate of duty as levied by the Maritime Customs on similar merchandise carried by steamers. It is, in fact, an appeal against lighter duties on junk-borne goods coming into competition with foreign vessels interested in steamer-borne cargoes; but it is singular to hear of objections to light duties in favour of junk trade were a fair and just measure, why resist its operation to the Kwangtung province? One is prompted to inquire what is to prevent evasion by junks shipping and landing at non-treaty ports to which steamers have no access, or by the fiscal officials allowing a liberal "pull of the scale" in order to foster the junk trade. The justice of this clause seems open to question, inasmuch as the Treaty of 1858, framed especially for the control of trade carried on in foreign junks, certainly did not apply to junk traffic any more than the junk tariff was applicable to steamers; a view which seems borne out by the fact that this provision of the article does not apparently apply to the coast or Yangtze trade. Evidently the clause is introduced to satisfy the agents of the British river steamer companies plying on the Canton river whose receipts were seriously affected by the junk competition, and differential tariff inaugurated to enable native craft to exist on equal terms, which they could not do in competition with steamers. Steamers have the monopoly of the Canton-Hongkong passenger traffic, and fast freight, a view which they want to obtain the slow freight (junk) as well. Shippers of Canton

produce naturally desire to export by the cheaper lines, and many foreign merchants uphold the just rights of the Chinese to protect their native traffic from annihilation by foreign steamers. But at the same time, the Peking Government was coerced into instructing the Viceroy of Canton to cancel the preferential tariff rates accorded to junks. China does not enjoy tariff autonomy as regards trade in foreign craft, but the treaties have surely not robbed her of the power of levying what duties she pleases on produce conveyed interprovincially under the Chinese flag. Imagine what our Chambers of Commerce would have replied had the Viceroy demanded that the Customs tariff be lowered to the level of the local rates. It is bounded the steamer traffic to the detriment of junket questions of this kind affecting China's right to levy tariff autonomy might well be discussed and settled by the Hays Tribunal. Article IV.—The fourth article provides that Chinese subjects taking shares in British Joint Stock Companies shall be held to have accepted equal liability with British shareholders in the same company. The fact of making this a Treaty stipulation would almost make one believe that the Chinese were a nation of regulators, whereas it is well known to every one acquainted with Chinese merchants that leading bankers in the East have attested to China's high standard of commercial morality and integrity, which stands on the same level as obtains amongst mercantile classes in the West. This article has evidently been introduced owing to the losses of a mismanaged British bank, which was unable to obtain payment of its calls from Chinese and other non-British shareholders, who contended that the directors, in changing the name of the corporation, and engaging in hazardous business without the knowledge and sanction of the shareholders, were not liable for subsequent calls made by the bank. The British Consul at Canton has no jurisdiction over the Chinese, who getting no dividends and losing their capital, could not be induced to pay up, the French, American, and German shareholders also disputed their liability on the ground that the directors had involved them in loss by departing without authority from what was regarded as legitimate banking business. The Chinese may have been ill-advised in refusing to pay, but though their views on such matters of equity are different to ours, they received the support of most of the non-British shareholders, who took their case to their respective consuls with varying success. This article is likely, I fear, to deter the Chinese from investing in British Joint Stock Companies, for it is repugnant to the Oriental sense of justice to be coerced into paying what is regarded as an unjust demand. Backed by their Guilds, Chinese traders will resist an unfair claim to the bitter end.

Article V.—As to the fifth article, it is of little interest to the European not conversant with the ports and waterways of China. The artificial obstructions to navigation in the Canton river to be removed within the next two years, consist of the French and Japanese merged at the time of the French and Japanese war with China as a means of blockading the approaches to Canton. I am glad to see that the system of wharfrage dues on exports or imports is to be imposed to defray expenditure on river improvement and harbour accommodation which are to be carried out by the proper authorities—the Imperial Chinese Maritime Customs, a far preferable plan than the mistaken and unwelcome international River Conservancy Board provided for Shanghai. As the Canton trade is valued at sixty million taels (£7,500,000), a tax on this traffic should yield a substantial revenue for the works contemplated. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Manager only. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

Mrs. HOOD begs to tender sincere thanks to friends for their kind expressions of sympathy in her recent bereavement.

Hongkong, 10th January, 1903. [210]

NOTICE OF REMOVAL.

THE Proprietor of "HADDINGTON HOUSE" begs to announce that he is removing to No. 9, SELBORNE VILLAS, KENNEDY ROAD, on the 10th inst.

Hongkong, 10th January, 1903. [217]

WANTED.

RUSSIAN TEACHER.

Address—Box No. 444, Care of Daily Press Office. Hongkong, 10th January, 1903. [211]

WANTED.

BY a British Mercantile Firm a CHINESE TYPEWRITING CLERK. Apply by letter to—K. L. M., Care of Daily Press Office. Hongkong, 10th January, 1903. [220]

FRENCH LESSONS.

FRENCH PROFESSOR would teach FRENCH LANGUAGE for easy arrangements. Apply by letter to—BOX 9, Care of Daily Press Office. Hongkong, 10th January, 1903. [219]

TO LET.

"KELLETT'S" and "KELLETT BUNGALOW," MOUNT KELLETT, on a monthly tenancy. Apply to—Linstead & Davis. Hongkong, 10th January, 1903. [212]

ST. GEORGE'S BALL.

VARIOUS ARTICLES, JEWELRY, CLOTHING, &c., found at the City Hall on the night of the 6th January, are in my possession; owners can have same on application to—E. W. MITCHELL, Hon. Secretary. 16, Queen's Road, Hongkong, 10th January, 1903. [213]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE.

I HAVE THIS DAY RESUMED CHARGE of the above Company's business. J. WHEELER, Manager. Hongkong, 9th January, 1903. [214]

THEATRE ROYAL.

THURSDAY, 15th JANUARY, 1903.

VARIETY ENTERTAINMENT

IN AID OF THE SAILORS' AND SOLDIERS' INSTITUTE, ARSENAL STREET.

GRAND NAVAL ASSAULT-AT-ARMS

MEMBERS OF THE CREWS OF H.M.S. "ALBION" and H.M.S. "OCEAN."

Interlude by the celebrated String Band (under the baton of Signor de Robertis) of H.M.S. "ALBION," kindly lent for the occasion by Rear-Admiral H. T. Grenfell and Officers.

Miraculous conjuring by Wan Lui-2, the Wizard of Kwang Tung, and the Sprite Chuan Pak, only 7 years of age.

To conclude with wonderful acrobatic performance by Wan Lui-2's famous Troupe of Acrobats.

Doors Open at 8.30 P.M. Performance from 9 to 11 P.M. Prices, 3s, 2s and 1s. Box Office at the Comptroller's, City Hall, will be open on and after MONDAY, the 12th January, 1903.

Hongkong, 10th January, 1903. [216]

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NEW ADVERTISEMENTS

PROPOSED MERCANTILE MARINE CLUB.

NOTICE IS HEREBY GIVEN that a MEETING, open to all CERTIFICATED MERCANTILE MARINE OFFICERS, will be held, by the courtesy of the Manager, at the Office of the Hongkong Telegraph Company, Limited, 1, Ice House Road, Hongkong, at 3 P.M. on SUNDAY, 18th JANUARY, 1903, for the purpose of discussing the desirability of forming a MERCANTILE MARINE OFFICERS' CLUB at Hongkong.

Officers unable to attend may address suggestions to be laid before the Meeting to—THOMAS C. SWABY, Hongkong Telegraph. Hongkong, 10th January, 1903. [215]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG" having arrived from the above Ports. Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 14th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected. Bills of Lading will be countersigned by—JARDINE, MATHESON & CO., General Managers. Hongkong, 9th January, 1903. [218]

Hongkong, 9th January, 1903. [218]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

THE Company's Steamship

"AUSTRIA," Captain Andrievich, will leave for the above places on SATURDAY, the 17th inst., P.M. This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor. For Freight or Passage, apply to—SANDER WIELE & CO., Agents, Princes' Building. Hongkong, 10th January, 1903. [219]

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THEATRE ROYAL.

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OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		DATE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 8th January.
GLASGOW and LIVERPOOL	"PYRHEUS"	On 14th January.
GLASGOW and LIVERPOOL	"PAKLING"	On 22nd January.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th January.
GLASGOW and LIVERPOOL	"CHINGWO"	On 3rd February.

HOMWARDS.		DATE
LONDON BERTH.	"ANTENOR"	On 20th January.
LONDON BERTH.	"TELEMACHUS"	On 3rd February.
LONDON BERTH.	"PROMETHEUS"	On 17th February.
LONDON BERTH.	"DIOMED"	On 3rd March.

LIVERPOOL BERTH.		DATE
(Taking Cargo at London Rates.)	"TYDEUS"	On 24th January.
LIVERPOOL BERTH.	"DARDANUS"	On 29th February.

CONTINENTAL BERTH.		DATE
MARSEILLES, ANTWERP and AMSTERDAM	"OOPACK"	On 14th January.

TRANS-PACIFIC SERVICE.		DATE
FOR LONDON, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via "PAKLING"	On 24th January.	
NAGASAKI, KOBE, and YOKOHAMA.		
The S.S. "PROMETHEUS" left Singapore on the 3rd inst., and was expected here on the 8th inst.		

For Freight, apply to **BUTTERFIELD & SWIRE, AGENTS.** [10-13]

CHINA NAVIGATION CO., LIMITED.

FOR SHANGHAI		DATE
SHANGHAI	"TAIWAN"	On 10th January.
SHANGHAI	"SINGAN"	On 10th January.
MANILA, LOILO and CEBU.	"KAIFONG"	On 17th January.
MANILA	"TAIYUAN"	On 20th January.

THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.		DATE
KOBE and YOKOHAMA.	"TSINAN"	On 21st January.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement. For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.** [11]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila Direct	On 16th Jan., at Noon.
ZAPIRO	2540	R. Rodger	Manila Direct	On 23rd Jan., at Noon.
DIAMANTE	1980	A. H. Noley		
PERLA	1980	J. McGinty		

For Freight or Passage, apply to **SHEWAN, TOMES & CO., GENERAL MANAGERS.** [17]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		DATE
TAMSWI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 11th January, at 3 A.M.
TAMSWI VIA SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 18th January, at 3 A.M.
POOCHOW VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 14th January, at 3 A.M.
ANPING VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 21st January, at 3 A.M.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamswi to land all passengers and cargo. By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central. Hongkong, 9th January, 1903. T. ARIMA, Manager. [15]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabattino United Companies.) STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, ALEXANDRIA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUV. AMERICAN PORTS up to CALLED. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE STEAMSHIP "ISCHIA," Captain Mazio, will be despatched as above on TUESDAY, the 13th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to **CARLOWITZ & CO., Agents.** [4]

Hongkong, 8th January, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 12th January, 1903, at 1 P.M., the Company's Steamship "LAOS," Captain Flaudin, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 11th January. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 31st December, 1902. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship "LOONGSANG," Captain Weigall, will be despatched as above on WEDNESDAY, the 14th inst., at 3 P.M. This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.** Hongkong, 8th January, 1903. [203]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship "SALAZIE," Captain Aubert, will be despatched for the above ports on or about WEDNESDAY, the 14th inst.

For Freight or Passage, apply to **G. DE CHAMPEAUX, Agent.** Hongkong, 8th January, 1903. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CENTRAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE STEAMSHIP "HALLARAT," Captain F. Summers, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 17th January, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to **E. A. HEWITT, Superintendent.** Hongkong, 5th January, 1903. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUMI AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship "SILESTIA," Captain Ghezzi, will be despatched as above on MONDAY, the 19th inst., at 3 P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor. For information as to Passage and Freight, apply to **SANDER, WIELER & CO., Agents, Princess Buildings.** Hongkong, 9th January, 1903. [3]

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS, in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to **DODWELL & CO., LIMITED, General Agents for China and Japan.** Hongkong, 4th January, 1903. [8]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 33, DES VEAUX ROAD CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 4th March, 1902. [2383]

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS. Saloon Passengers carried at SPECIALLY REDUCED RATES; particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS. "TAIYUAN" ... leaves on 30th January. "TSINAN" ... " 16th February. "CHANGSHA" ... " 7th April. "CHINGTU" ... " 4th April.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD & SWIRE, AGENTS. CHINA NAVIGATION CO., LD. Hongkong, 3rd January, 1903. [92]

SURGEON DENTIST.

TERMS VERY MODERATE. Consultation Free. Hongkong, 22nd September, 1902. [252]

NOT RESPONSIBLE FOR CARGO.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any LOSS or DAMAGE to the Cargo or the Crew of the following Vessels during their stay in Hongkong Harbour:— DAYLIGHT, British 4-m. barque, James Rende. —Standard Oil Co. EYRE J. RAY, American barque, P. Carson. —Sander, WIELER & CO. LOTHEIR, Italian barque, A. M. Schiavino. —Order. SHIMODA, British str., E. A. Chaplain. —Doddwell & Co., Ltd.

NOTICES TO CONSIGNEES.

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rabattino United Companies.)

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE. THE Steamship "ISCHIA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

CARLOWITZ & CO., Agents. Hongkong, 7th January, 1903. [4]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. FROM NEW YORK, STRAITS AND MANILA.

THE Steamship "GIBRALTAR," Captain D. Morris, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by **SHEWAN, TOMES & CO., Agents.** Hongkong, 7th January, 1903. [185]

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "TELEMACHUS"

are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 13th inst., will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

No Fire Insurance has been effected. **BUTTERFIELD & SWIRE, Agents.** Hongkong, 6th January, 1903. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. Rome. From Australia, ex s.s. Australia. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns, for examination by the Consignee's and the Company's representative appointed on the spot. All Claims must be presented within two days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent. Hongkong, 3rd January, 1903. [1]

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE. CONSIGNEES of Cargo from London ex s.s. Dordogne from Bordeaux ex s.s. President Leroy Lutter, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee's before Noon, To-day, 5th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Monday, the 12th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 12th inst., or they will not be recognised. All damaged packages will be examined on Monday, the 12th inst., at 3 P.M.

No Fire Insurance has been effected. **G. DE CHAMPEAUX, Agent.** Hongkong, 5th January, 1903.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, LONDON AND STRAITS.

THE Steamship "GLENLYE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Agents. Hongkong, 8th January, 1903. [204]

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES. OF UNIVERSAL POPULARITY. ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE BREWERY LAGER BEER IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full measure and purity are insured in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents. Hongkong, 25th July, 1902. [201]

RIGAUD'S White Violet EXTRACT.

This delicate perfume is persistent as an EXTRACT for the Handkerchief.

The Soap and Toilet Powder are adopted by refined society.

RIGAUD & Co., PERFORMERS. PARIS. WHITE VIOLETS. [132-3]

Each bottle is equivalent to the perfume of 10,000 WHITE VIOLETS.

Also large Stocks of GANDY COTTON BELTING.

SOLE AGENTS, LUGGERS, EINSTAMM & CO. HONGKONG. [2-119]

TO Cycle Makers

The Most Advanced Type of Free Wheel and Brake is the

"New Departure"

THIS device is symmetrical in appearance, and when built into the wheel there is nothing to indicate a change from the ordinary large hub except the brake arm on the left side. It embodies many important advantages over others, among which may be mentioned the following:—

AN ABSOLUTELY FREE WHEEL.—The rear wheel of a machine fitted with the New Departure Coaster Hub is just as free as the front, as it revolves on its own bearings, and is entirely free from friction. TIGHT PEDALS.—In all other free wheel coasts the rider is liable to put on the brake unconsciously. The New Departure Coaster prevents just enough force to remedy this defect. SIMPLICITY.—It can be taken apart or assembled by anyone, without tools, in a few minutes. DETACHABLE SPROCKETS.—The chain wheels can be easily detached when it is required to change the gear. WHEELS BACKWARDS.—The machine fitted with this Coaster can be wheeled backward or forward as required. DRIVING AND BRAKING STRAINS are equally divided. GUARANTEED FOR A YEAR from date of purchase against everything but accident.

Can be fitted to existing Bicycles and Tandems.

It can not only be fitted to new Machines at a lower price than the ordinary friction clutch and back-peddling brake, but it is infinitely better and far and away more profitable.

Supply of Descriptive Pamphlets and Show Cards furnished FREE.

OVER 100,000 SOLD IN SIX MONTHS.

BROWN BROS., LTD.

Great Eastern Street, London, Eng.

THE WORLD'S LARGEST CYCLE AND MOTOR MATERIAL MERCHANTS.

Cables: "Inland" LONDON. Codes Used: LIEBES, PREMIER, AND A.E.C.

[3338-3]

NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1903. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office, Hongkong, 25th July, 1902.

THE NEW FRENCH REMEDY.

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Central Hospital by Riccio, Kottan, Joubert, Velpau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remedy for all diseases of the urinary system, such as catarrh, cystitis, pyelitis, etc., and is especially valuable in cases of chronic inflammation of the bladder, which does irreparable harm by leaving the foundation of a permanent stone, and by causing the formation of calculi. It is a powerful diuretic, and its action is rapid and effective. It is a remedy of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a remedy for all diseases of the blood, such as scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of the patient's health and ruin of life. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 is a remedy for all diseases of the nervous system, such as neuralgia, sciatica, hysteria, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses a surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by the principal Chemists and Druggists in all parts of the world. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of the word "THERAPION" set in a circle on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED Hongkong, China, and Manila. [181]

APRIOL & STEEL PILLS.

A remedy for all ailments connected with the bowels. Supplied by Messrs. Watson, 25, Des Vaux Road, Hongkong.

A. S. WATSON & CO., LTD., HONGKONG. MARTIN, Chemist, SOUTHAMPTON. [62]

DODGE WOOD SPIRIT PILLS.

ALL SIZES TO FIT ALL SIZED SHAPES IN STOCK.

Also large Stocks of GANDY COTTON BELTING.

SOLE AGENTS, LUGGERS, EINSTAMM & CO. HONGKONG. [2-119]

